

There are accommodations for 238 first-class passengers on the Sierra, in addition to 80 second-class and 54 steerage. The dining saloon is on the upper deck, and can accommodate 169 persons at one sitting. The dining-rooms for second-class passengers, situated on the main deck, will accommodate seventy-five persons, and like the second-class staterooms, are well ventilated. There are also six first-class staterooms, and thirty-five staterooms on the upper deck, and two bridal staterooms on the hurricane deck, where also are the rooms for the crew, as well as the large social hall. The hall is finished in mahogany, with green plush upholstery and green carpet. The smoking-room aft on the hurricane deck is large, and furnished in buff leather. There are ten first-class bath-rooms, with porcelain tubs and marble walls, ceiling and tiling and two independent showers in marble inclosures. There are five second-class and second-cabin showers, and a barber shop, where a neatly appointed barber is stationed. Innovation throughout the passenger quarters is the ceilings, which are finished in bufile, and painted in colors to suit the furnishings. The entire ship can be ventilated by forced draught whenever necessary.

Captain H. C. Houdlette, formerly of the steamers Australia and Mariposa, is in command of the Sierra. The other principal officers are: Chief Officer, J. H. Task, purser, N. C. Walton; chief steward, W. N. Hannigan; chief engineer, S. E. Cullen; and second engineer, J. J. O'Connell. The Sierra is owned by the Oceanic company, and was being run out of this port for four years. They speak in praise of the seaworthiness of the Sierra. The steamer left Philadelphia, where she was built by the Cramps shipbuilding firm, on October 11th, and Cape Henlopen on the following day. The steamer was detained over thirteen hours off Cape Virgin, at Sandy point, in the straits fourteen hours and off Coronel on the day and fifteen hours, the total detention being a time 22 hours and 16 minutes. The steamer was detained at the Cape Verde Islands for 12 days and 12 hours, and at the Cape of Good Hope for 10 days. The steamer was 43 days and 6 hours, which breaks the record. The best previous time for the trip was 45 days, made by the same company's steamer Alameda in 1853. The Sierra made over seventeen knots on her trial trip, and the best time made on the trip just ended was sixteen knots an hour for twenty-four hours, some days ago. The steamer has twin screws and triple-expansion engines. The crew are 160 persons in the crew. The Sierra will sail on December 12th on her first trip to Sydney, via Honolulu, Pago Pago and Auckland. San Francisco